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09/653498
08/31/00

Sir:

Transmitted herewith for filing is the patent application of:

Inventor: Sharon Heidenreich

For: CONTROL SYSTEM AND METHOD FOR CURRENCY EXCHANGE AND MERCHANDISE SALES

Enclosed are:

__X__ Abstract of the Disclosure (1 page) and

__X__ Pages of Specification and Claims

__X__ 23 Sheets of drawings

_____ Information Disclosure Statement

_____ Verified statement(s) to establish small entity status under 37 C.F.R. 1.9 and 37 C.F.R. 1.27

_____ The filing fee has been calculated as shown below:

			SMALL ENTITY		OTHER THAN A SMALL ENTITY	
FOR	NO. FILED	NO. EXTRA	RATE	FEE	RATE	FEE
BASIC FEE	*********	*********	****	$ 345	or ****	$ 690
TOTAL CLAIMS	_____ - 20 =	_____	x 9=	$_____	or x18=	$_____
INDEP. CLAIMS	_____ - 3 =	_____	x39=	$_____	or x78=	$_____
MULTIPLE DEPENDENT CLAIM PRESENTED ____			+130	$_____	or +260=	$_____
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____ The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment, to Account No. 12-1660. A duplicate copy of this sheet is attached.

____ Our check No. _____ is also enclosed to cover, among other items, the above filing fee.

Respectfully submitted,

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CONTROL SYSTEM AND METHOD FOR CURRENCY EXCHANGE AND MERCHANDISE SALES

Background of the Invention

1. Field of the Invention

The present invention relates generally to the field of transactions, and in particular to a system and method for controlling currency exchange and merchandise sales on commercial airliners.

2. Description of the Prior Art

Passengers on commercial aircraft and other vehicles represent commercial opportunities for merchandise sales. For example, on international flights merchandise sales can often be made "duty-free". Duties assessed on various consumer goods can be substantial in a number of countries. Therefore, duty-free sales tend to be relatively popular among international travelers, particularly with relatively expensive, luxury-type items.

Duty-free merchandise inventories can be stowed in the service carts commonly used by airlines for in-flight food and beverage service. The service carts are stocked with merchandise, food and beverages by vendors and caterers at airports for loading on outbound flights. The flight attendants sell duty-free merchandise to passengers in much the same way as beverage sales are handled. Empty carts are offloaded for restocking. Service carts tend to be relatively uniform in size to facilitate stowing in standard-size airliner galleys and to facilitate passing through the aisles. They are subject to applicable

regulations and certifications for airline use. For example, the Federal Aviation Administration (FAA) certifies equipment for use on airliners in the United States. Therefore, an important objective in utilizing service carts for currency exchange and merchandise sales is to avoid modifying the carts. Such modifications, even if allowed, could require FAA recertification.

Service carts on international flights have previously been utilized for currency exchange. For example, U.S. Patent No. 6,003,008 and Des. 406,270, which are assigned to a common assignee herewith, disclose point-of-sale devices for mounting on top of airline service carts. Such devices receive currency and process transactions, including currency exchange and merchandise sales. However, more compact equipment is desirable to comply with airliner weight restrictions and size limitations.

Currency conversion represents another type of commercial opportunity among airline passengers. Relativity high percentages of international travelers convert currency. Although currency conversion transactions can be conducted in both the originating and destination countries, in-flight conversion tends to be considerably more convenient than the alternative of locating a financial institution before or after traveling. Moreover, in-flight currency exchange can accommodate passengers' needs for local currency for ground transportation and other needs on arrival.

Duty-free sales and foreign currency exchange provide revenue for airlines and other entities which receive portions of the profits generated by merchandise sales and foreign currency exchange. Although such transactions have a number of advantages for

passengers, airlines and vendors, several difficulties are typically encountered in providing merchandise sales and currency exchange. For example, space limitations significantly restrict the types of merchandise which can be loaded into service carts. Therefore, the merchandise stocked in the service carts tends to be relativity small and high-value. Examples include watches, perfumes, liquor, cigarettes, electronics and other luxury-type items which are typically associated with relativity high duties.

Security and accountability for currency and merchandise are also concerns. They assume even greater significance when foreign currency exchange services are offered because the inventory must include additional cash of various denominations.

Other problems arise from multiple flight crews handling the service carts and the merchandise and currency stocked thereon. Since different flight crews are often involved in outbound, intermediate and return flights, responsibility for goods and currency must be transferred at different stations in route. Still further, currency inventory utilized for conversion and making change for merchandise sales represents assets which are tied up and at risk to the provider.

The present invention addresses the shortcomings of the prior art. Heretofore, there has not been available a system and method for controlling currency exchange and merchandise sales with the advantages and features of the present invention.

Summary of the Invention

In the practice of the present invention, a system is provided for controlling currency exchange and merchandise sales aboard commercial airline flights. The system includes a point-of-sale (POS) computer which is carried on board the aircraft for use by air crew members in conducting currency exchange and merchandise sales transactions. Inventory and transactional data are transferred preflight and post-flight between the POS computer and a cash/currency processing computer (CPC) located remotely from the aircraft. The control system is particularly adapted for use in conjunction with airline service carts stocked with merchandise and mounting security drawers for currency. In the practice of the method of the present invention, currency and merchandise are inventoried preflight by the CPC computer, data therefrom is loaded into the POS computer, currency exchange and merchandise sales transactions are recorded by the POS computer in-flight, reports are generated by the POS computer post-flight and the CPC computer receives flight-related data from the POS computer. Transaction and ending inventory reports are generated post-flight for reconciling with preflight reports. Additional reports are generated for documenting profits and losses, currency exchange and merchandise sales historical data and discrepancies between beginning and ending inventory balances.

Objects and Advantages of the Invention

The principal objects and advantages of the present invention include: providing a system for controlling currency exchange and merchandise sales; providing such a system which is adapted for use on board commercial airline flights; providing such a system which utilizes existing airline service carts for stocking merchandise and currency inventories; providing such a system which utilizes a touch-screen, point-of-sale (POS) computer on board the aircraft for recording inventories preflight and transactions in-flight; providing such a system which utilizes a cash/currency processing computer (CPC) located remotely from the aircraft for transferring data to and from the POS computer; providing such a system which is secure; providing such a system which is relatively easy to operate; providing such a system which utilizes readily available equipment; providing such a system which utilizes existing airline service carts without modifying same; providing a method of controlling currency exchange and merchandise sales; providing such a method which reduces the risk of currency or merchandise loss; providing such a method which performs preflight inventory functions; providing such a method which records transactions in-flight; and providing such a method which generates reports and reconciles beginning and ending inventories post-flight.

Brief Description of the Drawings

Fig. 1 is a block diagram of a system for controlling currency exchange and merchandise sales embodying the present invention.

Fig. 1a is an upper, perspective view of a service cart with a security drawer for use with the control system of the present invention.

Fig. 2 is a flowchart of a method for controlling currency exchange and merchandise sales embodying the present invention.

Fig. 3 is a flowchart of a procedure for in-flight technical documentation of currency exchange and merchandise sales transactions.

Figs. 4a-22 are screen displays and documentation of the control system and method.

Case 1:06-cv-00742-JJF Document 1-3 Filed 10/30/2006

Detailed Description of the Preferred Embodiments

I. Introduction and Environment

As required, detailed embodiments of the present invention are disclosed herein; however, it is to be understood that the disclosed embodiments are merely exemplary of the invention, which may be embodied in various forms. Therefore, specific structural and functional details disclosed herein are not to be interpreted as limiting, but merely as a basis for the claims and as a representative basis for teaching one skilled in the art to variously employ the present invention in virtually any appropriately detailed structure.

Referring to the drawings in more detail, the reference numeral 2 generally designates a foreign currency exchange (FX) and merchandise sales system (Fig. 1). The system 2 generally includes a service cart 4 with a locking security drawer 4a (Fig. 1a) for receiving currency 6 and merchandise 8. The security drawer 4a is the subject of copending U.S. Patent Application Serial No. _____, which is assigned to a common assignee herewith and is incorporated herein by reference.

Without limitation on the generality of useful applications of the control system 2 and the control method, an application in a commercial airliner 10 is shown and described. The aircraft 10 operates out of originating and nonoriginating stations 12, 14 respectively. A point-of-sale (POS) computer 9 is utilized on the aircraft 10 for recording the transactions involving the currency 6 and the merchandise 8. Without limitation on the generality of suitable computing devices, hand-held, touch-screen computers available

from TouchStar Technologies, LLC of Tulsa, Oklahoma. Suitable programming is available from Novo ivc of Warwickshire, England. Data from the POS computer 9 is stored on an FX PC card 11 and a merchandise PC card 13 for transfer to a cash/currency processing computer (CPC) 15 which can be located remote from the aircraft and airports.

II. Method for Currency Exchange and Merchandise Sales

Fig. 2 is a flowchart of the method of the present invention. A service provider determines the currency inventory at 18 based on such factors as the origin and destination of the flight, aircraft type, passenger load, historical sales penetration, average historical transaction amounts, input from air crews, time of flight and business/pleasure passenger mix.

The merchandise vendor determines the merchandise inventory at 20, which generally consists of relatively expensive, small goods likely to appeal to international travelers. Size restrictions imposed by the service carts 4 significantly affect the merchandise inventory. Currency data is loaded on the FX PC card 11 at 22 and merchandise inventory data is loaded on the merchandise PC card 13 at 24. The FX and merchandise cards 11, 13 are inserted in the POS computer 9 at 26. One or both of the FX and merchandise cards 11, 13 can be utilized depending on the availability of FX or merchandise sales or both on a particular flight.

FX and merchandise sales transactions are recorded on the POS computer 9 at 28. The POS computer 9 identifies the inventory and reconciles the transactions at the end of

the flight at 30 and generates appropriate reports at 32. The merchandise sales data is provided to the merchandise vendor at 34 and the service provider receives transaction data (i.e., both FX and merchandise sales transactions) at 36. Revenues are allocated among the airline, service provider and merchandise vendor at 38.

III. In-Flight Technical Documentation

Fig. 3 shows a procedure for in-flight technical documentation of the method of the present invention. Support files are loaded in the POS computer 9 at 42. Application forms are loaded at 44 and can include a card load form allowing a user to enter information needed to load the POS PC cards 11, 13; a form reading data from the POS PC card 11 for reconciling currencies from the flight and a history form for producing a listing of all transactions.

Application reports are generated at 46 and include a flight summary report, a listing of currencies returned from a flight, a listing of credit card transactions that occurred during the flight, a listing of all currencies expected and actual amounts, a listing of transactions from the flight, a listing of rates for currencies being sold and tendered and history reports. Text files are generated at 48 and include an archive comprising a complete copy of the data used to reconcile flight, a journal consisting of entries to be entered into the system and a history file with a transaction listing used for historical and/or marketing purposes.

Batch procedures are run at 50 and include creating rate files to be sent to all CPC's, loading historical transaction data and a data extraction section. Files are copied from the POS computer 9 at 52 and are transmitted to the CPC 15 for processing. Reconciliation occurs at 54.

IV. In-Flight User Documentation

Fig. 4a shows a Main Screen for loading necessary data such as currencies, currency spot rates, currency pricing and beginning inventories of currencies packed in the security drawer 4a and onto a PC card 11or 13. When the data is transferred to the PC card 11 or 13, the card loading process is complete and the cash bag data is deleted from the database, which is thereby readied for a new flight. The card load form also allows users to input and maintain information on airlines' flight schedules, currencies, currency spot rates and currency pricing. Fig. 4b shows the toolbar functions therefor.

Fig. 5a shows an Airlines Screen which allows the user to enter and maintain identifying information about the airlines which utilize the FX and merchandise sales services. The user can enter new records, update existing records or delete existing records. Upon entry to the screen, existing airlines' data is populated automatically. Fig.5b shows the information managed by the Airlines Screen.

Fig.6a shows a Flight Screen used to enter information about the flights on which the service provider will be providing FX services. The user enters flight numbers,

origination airports and destination airports. The records can be entered and existing records updated or deleted from this screen, whereupon existing flights' data is populated automatically. Cash bag data being loaded onto a PC card 11 or 13 must be finished or reset through the Cash Bag Screen before deleting a flight. Fig 6b shows the information managed by the Flight Screen.

Fig 7a shows a Currency Screen which allows a user to enter information about the currencies and crew discount currencies for which the service provider offers FX services. The information entered will be used in building the files used by the POS computer 9 to perform the FX and the merchandise sales transactions. Crew currencies for providing air crew members with a discount are also entered in this screen, with the crew currencies being distinguished from the "real" (i.e., nondiscounted) currencies by a character (e.g., "Z") at the beginning of the currency code. The information managed by the Currency Screen is shown in Fig. 7b.

Fig. 8a shows a Rates Screen for entering and retaining current spot rates for each of various currencies. Crew currencies, if applicable, can also be entered and maintained on this screen. Rate information is in a "per dollar" format and can be entered periodically, e.g., daily. Fig. 8b shows the information managed by this screen.

Fig. 9a shows a Pricing Screen allowing a user to enter and maintain transaction fees, par fees and spreads for each currency that is applied to an FX or merchandise sales transaction. The information is maintained according to flight origin and destination, and

generally will not change on a frequent basis. If applicable, crew currencies can also be maintained on this screen. Fig. 9b shows information managed by this screen.

Fig. 10a shows a Cash Bag Screen for entering currency inventories that will be loaded onto a flight for a single POS computer 9. A specific set of files containing data is loaded onto a PC card 11 or 13 prior to the flight. Data entered on the screen is used to build the required files on the PC card 11 or 13. Fig. 10b shows the information managed by this screen.

Fig. 11a shows a Validate Screen for performing a final check on information entered from the Cash Bag Screen. The cash information for each individual flight can be viewed. Dates, currencies and start totals can be modified if they were originally entered in the Cash Bag Screen. A Bart Report (Figs.14a,b, discussed below) is run for the use of the flight crew to load rate information. The user is given the option of loading the data on a duplicate, backup PC card. Fig. 11b shows the information managed by this screen.

Fig. 12a shows a PC Card screen. The PC Card screen is used to upload the data from a PC card 11 or 13 into the local database. Fig. 12b shows the fields displayed in the PC Card screen.

Fig. 13a shows a Reconcile Screen which allows the user to enter quantities of each denomination of a currency being counted after it has returned to the originating station 12 and been uploaded into the CPC 15 database for reconciling currency amounts removed from the aircraft at the end of the flight, based on beginning currency amounts

and all in-flight transactions. Reconciliation is performed for all POS computers 9 and all cash bags on a particular round trip. Fig. 13b shows the fields displayed by the Reconcile Screen.

Fig. 14a shows a Bart Report displaying currencies that are going to be sold at a rate against the currencies that are going to be tendered for a particular flight. This information is used by flight attendants to announce what the rates are for the currencies that are going to be sold in-flight. Fig. 14b shows rate information for announcing by a flight attendant.

Fig. 15 shows an Inventory Report (INV) listing the currencies that were counted and the total number of notes in each denomination for logging the currencies back into the inventory system.

Fig. 16 shows a Flight Summary Report (SUM). The Flight Summary Report is a general summary of currencies exchanged during the flight including separate line items for each currency's transactions of FX, merchandise sales, travelers' checks and credit cards. Net gain or loss is calculated and displayed. Crew currency is added into the base currency.

Fig. 17 shows a Credit Card Report (CCD) listing all credit card transactions used to purchase currency on a particular flight.

Fig. 18 shows a Transaction Detail Report (TRX) with a list of all FX and merchandise sales transactions performed during a round trip. USD (U.S. dollars) values

are calculated along with profit, which corresponds to the Flight Summary Report.

Fig. 19 is an Over and Short (Exceptions) Report (XCP) displaying what was expected and what was actually received for each currency on the trip. Separate breakdowns are provided for currency, bank notes and travelers' checks.

Fig. 20 is a Journal Text File (JRN) with information for a round-trip for feeding into the service provider's accounting system.

Fig. 21 is a History Text File (HIS) which contains flight and transaction-level data formatted in a specific manner for loading the history database for the history application.

Fig. 22 is an Archive Text File (ARC) which contains all transaction details uploaded from the PC card(s) 11 or 13 for a particular round trip.

It is to be understood that while certain forms of the present invention have been illustrated and described herein, it is not be limited to the specific forms or arrangement of parts described and shown.

CLAIMS

What is claimed and desired to be secured by Letters Patent is as follows:

1. A system for controlling currency exchange and merchandise sales on an aircraft with a passenger load, which comprises:

a) a service cart;

b) a security drawer mounted in the service cart and having locked and unlocked positions selectively providing access thereto;

c) a currency inventory including at least two different currencies stored in said security drawer;

d) an inventory of merchandise stowed in the service cart;

e) the service cart being stowable on the aircraft and movable through the cabin thereof;

f) a point-of-sale computer receiving currency and merchandise inventory data; and

g) said point-of-sale computer being operable by a flight attendant to record transactions with said merchandise and said currency.

2. The system according to claim 1, which includes:

a) a processing computer adapted to receive transactional data from said point-of-sale computer.

3. The system according claim 2, which includes:

a) a data card adapted to receive inventory data from said processing computer and transferring same to said point-of-sale computer.

4. The system according to claim 3, which includes:

a) said data card comprising a currency data card; and

b) a merchandise data card adapted to receive data pertaining to said merchandise inventory and transferring same to said point-of-sale computer.

5. The system according to claim 4, which includes:

a) said point-of-sale computer recording currency exchange and merchandise sales transaction data on said currency and merchandise data cards respectively for transferring same to said processing computer.

6. A method of controlling currency exchange and merchandise sales on a passenger flight with a service cart located in the aircraft cabin, which comprises of steps of:

a) providing a security drawer in said service cart with a locked position securing same in said service cart and an unlocked position providing access thereto;

b) providing an inventory of currency in said security drawer;

c) providing an inventory of merchandise in said service cart;

d) providing a point-of-sale computer; and

e) loading said point-of-sale computer with data corresponding to said currency inventory and said merchandise inventory.

7. The method according to claim 6, which includes the additional step of:

a) determining a pre-flight currency inventory based on historical currency transaction data from previous flights.

8. The method according to claim 6, which includes the additional step of:

a) determining a pre-flight merchandise inventory for the service cart based on historical merchandise sales data.

9. The method according to claim 7, which includes the additional steps of:

a) loading currency inventory data on a data card pre-flight with a cash/currency processing computer;

b) installing said card in said point-of-sale computer; and

c) downloading data from said data card to said point-of-sale computer.

10. The method according to claim 6, which includes the additional steps of;

a) recording currency exchange and merchandise sales transactions on said point-of-sale computer in-flight;

b) inventorying said currency and merchandise inventories post-flight;

c) reconciling the post-flight currency and merchandise inventories with the currency and merchandise data on the point-of-sale computer; and

d) generating an end-of-flight report of currency and merchandise transactions during said flight.

11. The method according to claim 6, which includes the additional steps of:

a) maintaining foreign currency exchange information for multiple airlines;

b) programming said point-of-sale computer with foreign currency exchange information specific to a particular airline.

12. The method according to claim 6, which includes the additional steps of:

a) maintaining foreign currency exchange information for multiple airline flights; and

b) programming said point-of-sale computer with foreign currency exchange information specific to a particular flight.

13. The method according to claim 6, which includes the additional steps of:

a) maintaining multiple foreign currency exchange rates; and

b) programming said point-of-sale computer with said foreign currency exchange rates.

14. The method according to claim 13, which include the additional steps of:

a) maintaining a flight crew foreign currency exchange discount rates; and

b) programming said point-of-sale computer with said flight crew foreign currency exchange discount rates.

15. The method according to claim 6, which includes the additional steps of:

a) maintaining information specific to a cash bag for a particular flight; and

b) transferring to said currency data card data pertaining to said cash bag for transfer to said point-of-sale computer.

16. The method according to claim 6, which includes the additional steps of:

a) providing the flight crew with currency exchange rate information; and

b) the flight crew announcing to the passengers the currency exchange rate information.

17. The method according to claim 6, which includes the additional step of:

a) reconciling the end-of-flight contents of the cash bags with the processing computer.

18. The method according to claim 6, which includes the additional steps of:

a) conducting a physical inventory of the currency in the security drawer and the merchandise in the cart;

b) reconciling the physical inventory with currency exchange and merchandise sales transactions recorded by said point-of-sale computer.

19. The method according to claim 6, which includes the additional step of providing a flight summary report identifying currency, travelers' check and credit card transactions.

20. The method according to claim 6, which includes the additional steps of:

a) providing a transaction detail report of currency exchange transactions; and

b) providing a transaction detail report of merchandise sales transactions.

21. The method according to claim 20, wherein said merchandise comprises duty-free merchandise.

22. The method according to claim 6, which includes the additional step of providing an over and short (exceptions) report of overages and shortages with respect to said remaining currency and merchandise inventories.

23. The method according to claim 6, which includes the additional step of creating a transactional history file of said currency exchange and merchandise sales transactions.

24. The method according to claim 6, which includes the additional step of creating an archive file of data from currency exchange and merchandise sales transactions.

Abstract of the Disclosure

A system for controlling currency exchange and merchandise sales on commercial airline flights includes a point-of-sale (POS) computer for receiving currency and merchandise inventory information preflight and for recording transactions in-flight. Data is exchanged between the POS computer and a cash/currency processing computer (CPC) for reconciling preflight and post-flight inventories and for generating reports for use by the airlines, merchandise vendors and currency exchange service providers. A control method includes the steps of determining currency and merchandise inventories preflight, recording transactions in-flight and reconciling and reporting transactions post-flight.

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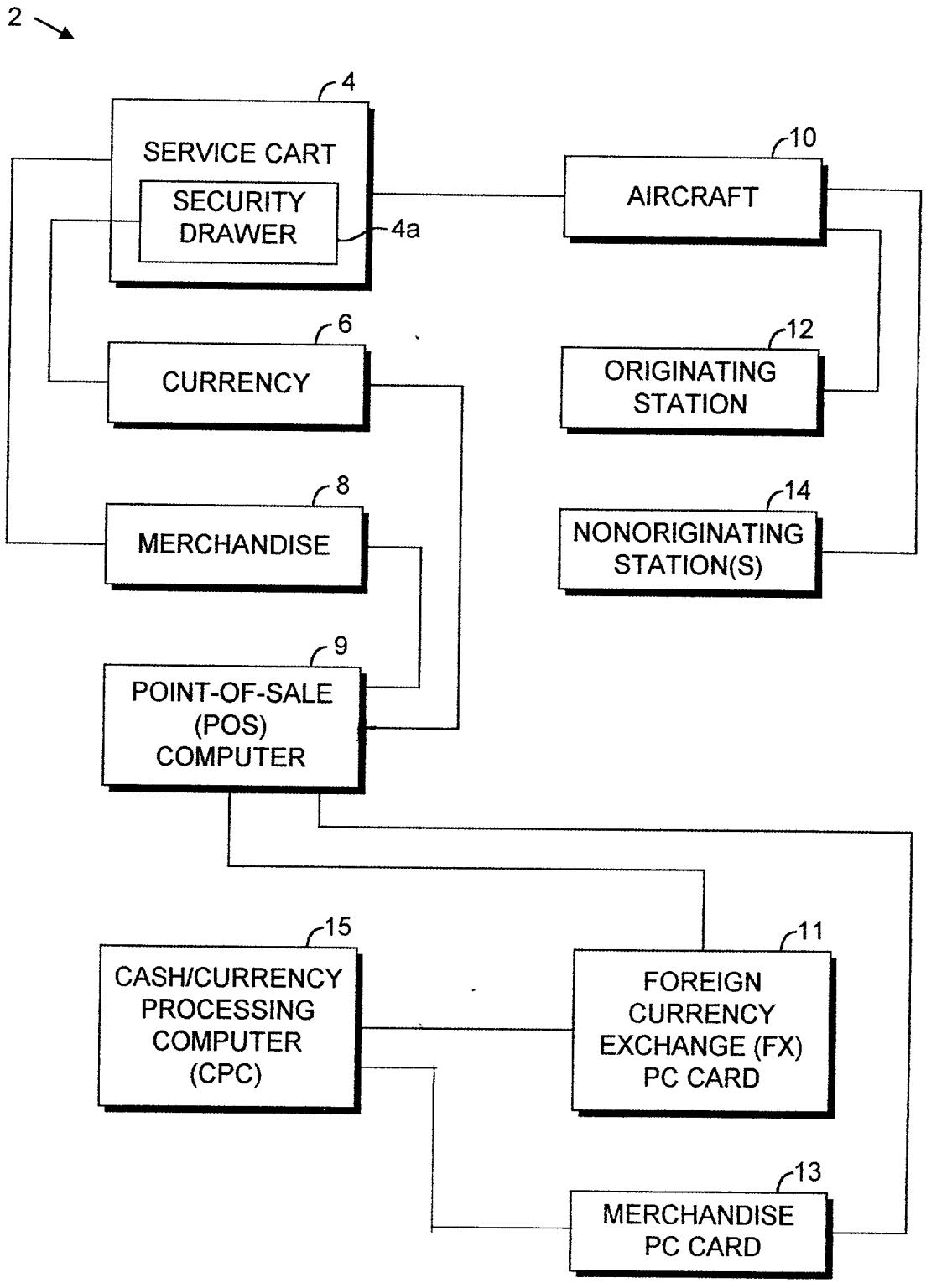

2
4
SERVICE CART
SECURITY DRAWER
4a
10
AIRCRAFT
6
CURRENCY
12
ORIGINATING STATION
8
MERCHANDISE
14
NONORIGINATING STATION(S)
9
POINT-OF-SALE (POS) COMPUTER
15
CASH/CURRENCY PROCESSING COMPUTER (CPC)
11
FOREIGN CURRENCY EXCHANGE (FX) PC CARD
13
MERCHANDISE PC CARD

FIG. 1

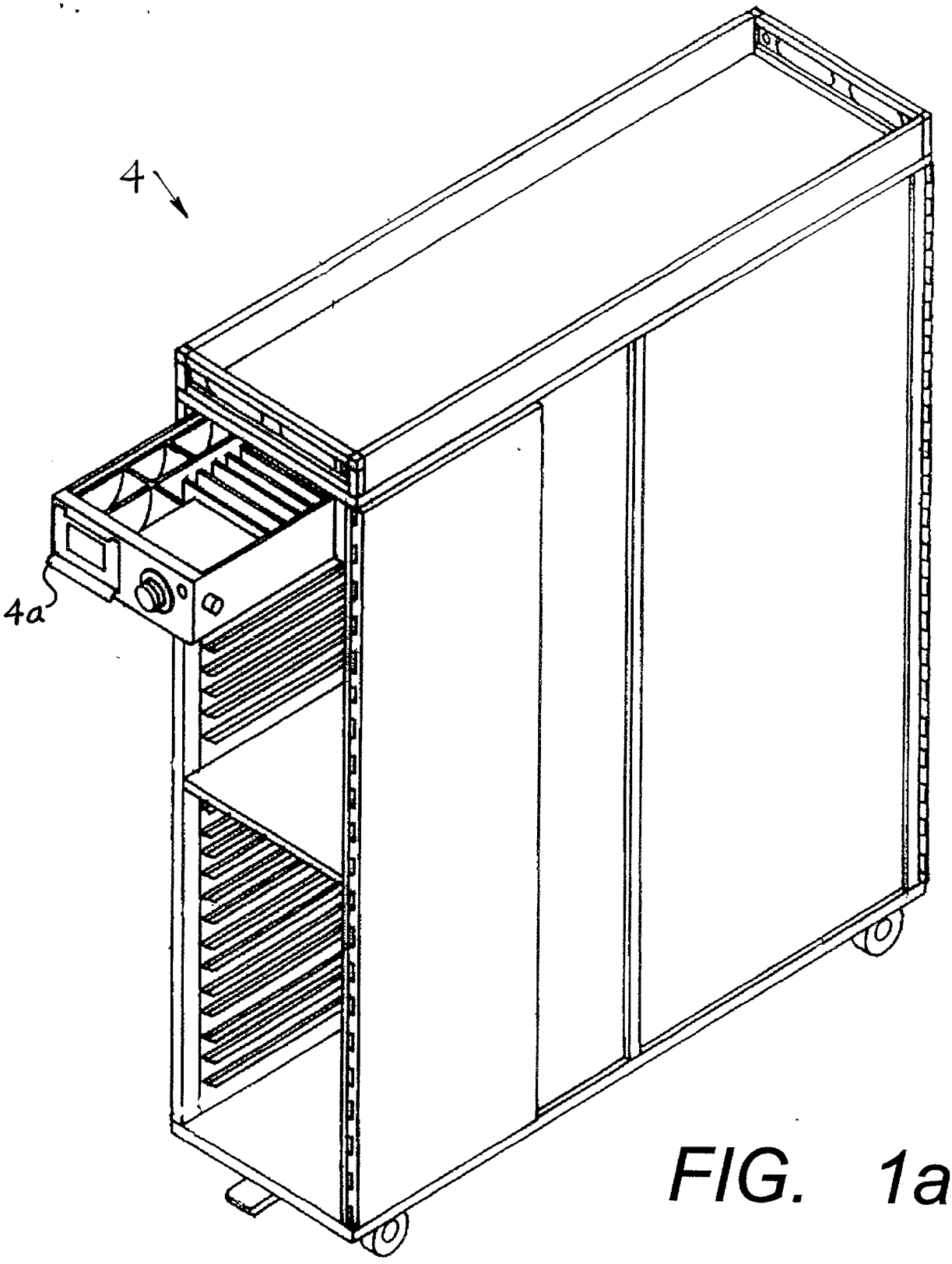


FIG. 1a

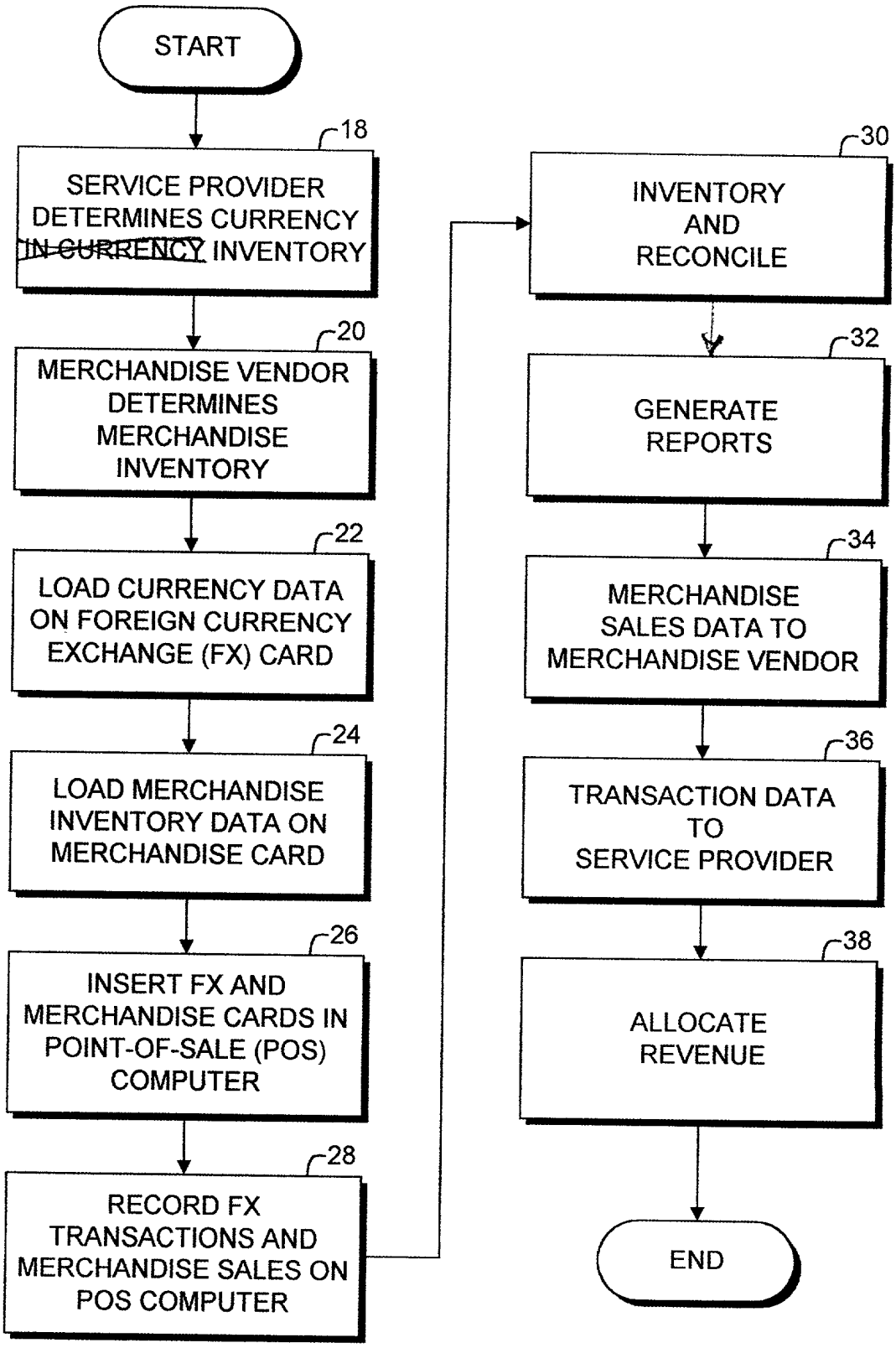

START
18
SERVICE PROVIDER DETERMINES CURRENCY IN CURRENCY INVENTORY
20
MERCHANDISE VENDOR DETERMINES MERCHANDISE INVENTORY
22
LOAD CURRENCY DATA ON FOREIGN CURRENCY EXCHANGE (FX) CARD
24
LOAD MERCHANDISE INVENTORY DATA ON MERCHANDISE CARD
26
INSERT FX AND MERCHANDISE CARDS IN POINT-OF-SALE (POS) COMPUTER
28
RECORD FX TRANSACTIONS AND MERCHANDISE SALES ON POS COMPUTER
30
INVENTORY AND RECONCILE
32
GENERATE REPORTS
34
MERCHANDISE SALES DATA TO MERCHANDISE VENDOR
36
TRANSACTION DATA TO SERVICE PROVIDER
38
ALLOCATE REVENUE
END

FIG. 2

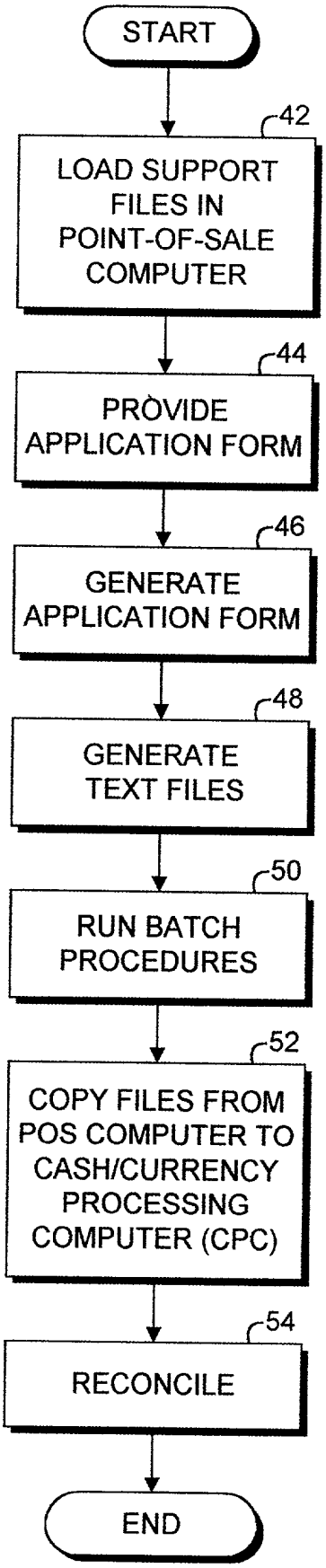

START
42
LOAD SUPPORT FILES IN POINT-OF-SALE COMPUTER
44
PROVIDE APPLICATION FORM
46
GENERATE APPLICATION FORM
48
GENERATE TEXT FILES
50
RUN BATCH PROCEDURES
52
COPY FILES FROM POS COMPUTER TO CASH/CURRENCY PROCESSING COMPUTER (CPC)
54
RECONCILE
END

FIG. 3

Main Screen

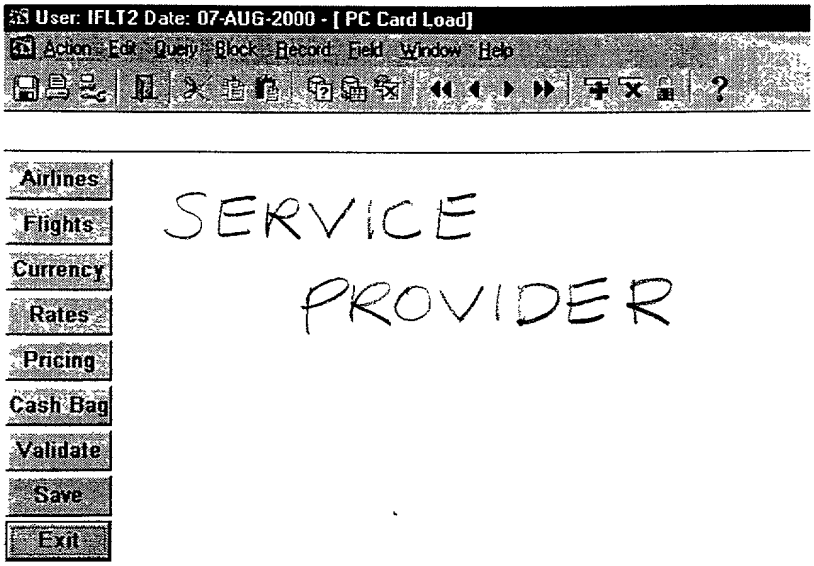


FIG. 4a

Tool Bar Buttons:

Button	Function
Airlines	When this button is pressed, the user is taken to the Airline Screen where they are able to maintain basic airline information.
Flights	When this button is pressed, the user is taken to the Flight Screen where they are able to maintain basic flight schedule information.
Currency	When this button is pressed, the user is taken to the Currency Screen where they are able to maintain basic information about the various currencies that are loaded onto the PC card.
Rates	When this button is pressed, the user is taken to the Rate Screen where they are able to maintain the current spot rates for each currency that is listed on the Currency Screen.
Pricing	When this button is pressed, the user is taken to the Pricing Screen where they are able to maintain the fee amounts and the spread amount SkyTeller applies to currency exchange transactions. This is for each currency that is listed on the
	Currency Screen.
Cash Bag	When this button is pressed, the user is taken to the Cash Bag Screen where they are able to enter the beginning inventory information for each currency being packed for a particular flight.
Validate	When this button is pressed, the user is taken to the Validation Screen where they are able to confirm the beginning inventories for each cash bag and currency on a trip. This is also where the data is downloaded to the PC card.
Save	Save any pending changes to the database.
Exit	Exit the application.

FIG. 4b

Airlines Screen

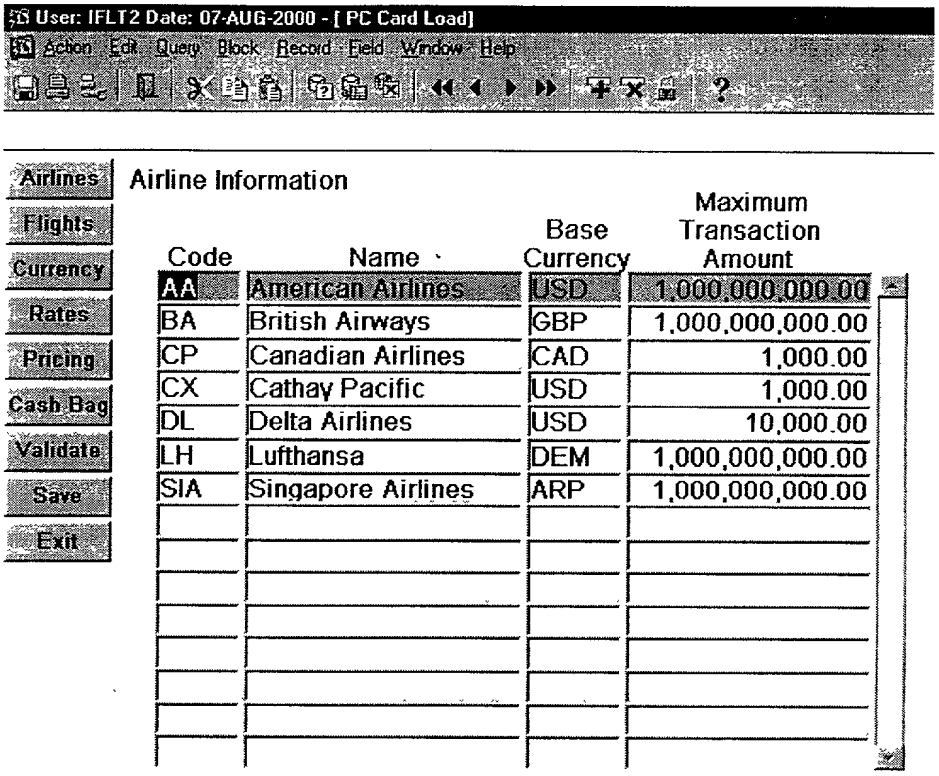


FIG. 5a

Field	Purpose
Code	A code (maximum of 3 characters) that uniquely identifies the airline.
Name	The actual name of the airline (maximum of 20 characters).
Base Currency	The primary currency that the airline uses. There is a list of values available containing currencies from the Currency Screen. To select from this list of values press the *F9* key. This field can only contain values from this list.
Maximum Transaction Amount	The maximum amount a single transaction can be for this particular airline.

FIG.5b

Flight Screen

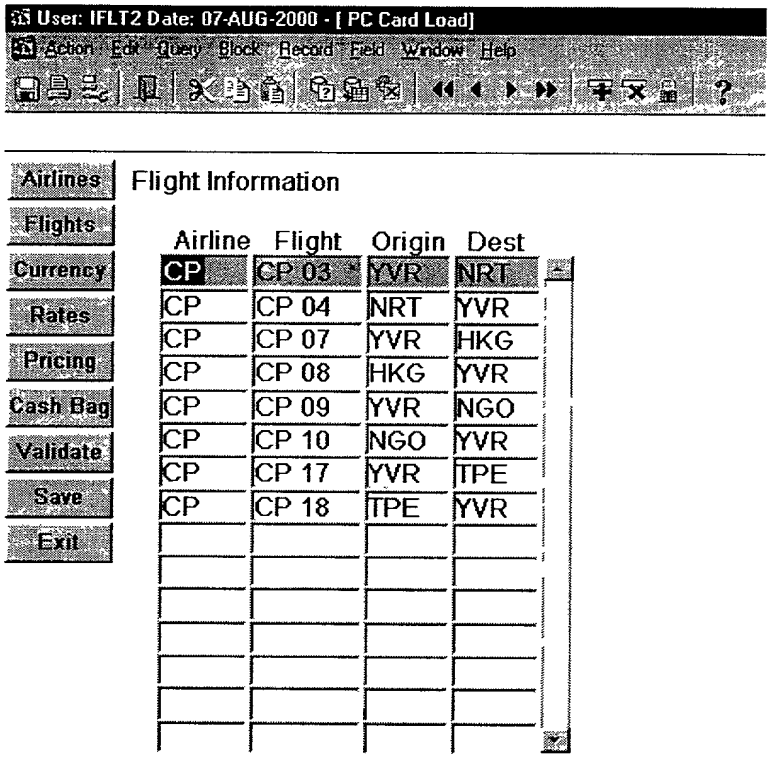


FIG. 6a

Field	Purpose
Airline	The code identifying the airline. There is a list of values available containing airlines from the Airline Screen. To select from this list of values press the *F9* key. This field can only contain values from this list.
Flight	A code (maximum of 6 characters) that identifies a flight.
Origin	The airport code from which the flight departs (maximum of 3 characters).
Dest	The airport code to which the flight is traveling (maximum of 3 characters).

FIG. 6b

Currency Screen

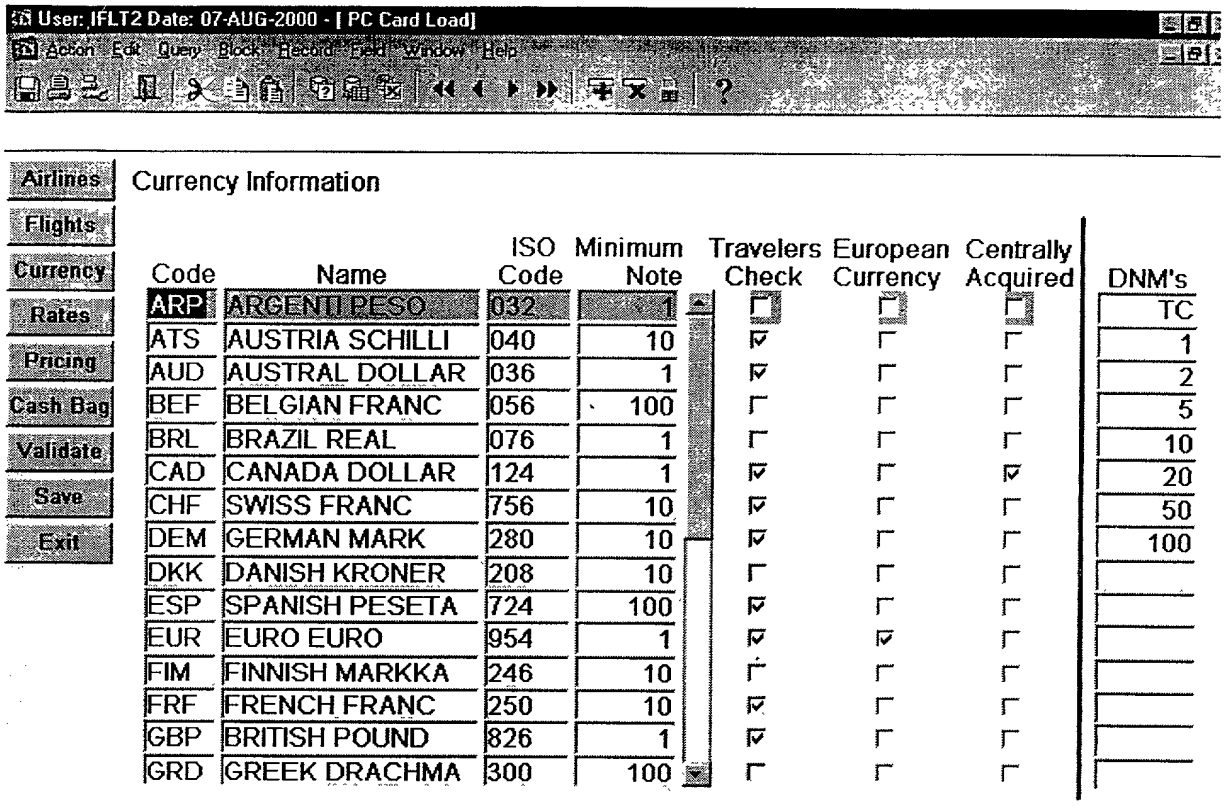


FIG. 7a

Field	Purpose
Code	A 3-character code that uniquely identifies each currency.
Name	A long name for the currency, typically including the country and name of the currency (maximum of 14 characters).
ISO Code	A 3-number code that is an international code that uniquely identifies each currency.
Minimum Note	The smallest denomination that SkyTeller will sell in that currency.
Travelers Check	A checkbox that is checked if travelers checks in a particular currency are acceptable tender for FX transactions or unchecked if travelers checks are not acceptable. The default is unchecked.
European Currency	A checkbox that is checked if this currency is one of the currencies that is part of the new Euro currency base group. This is required as these currencies are supposed to be converted into Euro units before the exchange rate is applied. It is unchecked if this currency is not apart of the Euro. The default is unchecked.
Centrally Acquired	A checkbox that is checked if credit card transactions in this currency can be processed in the native currency (without having to be converted to a base currency first). It is unchecked if this currency cannot be processed in the native currency. The default is unchecked.
Denominations	A list of the valid denominations for that currency. The TC denomination represents Travelers Checks. Each currency for which traveler's checks are accepted should contain a TC denomination. Coins are represented with a decimal (.01, .05, .10, etc.)

FIG. 7b

Rates Screen

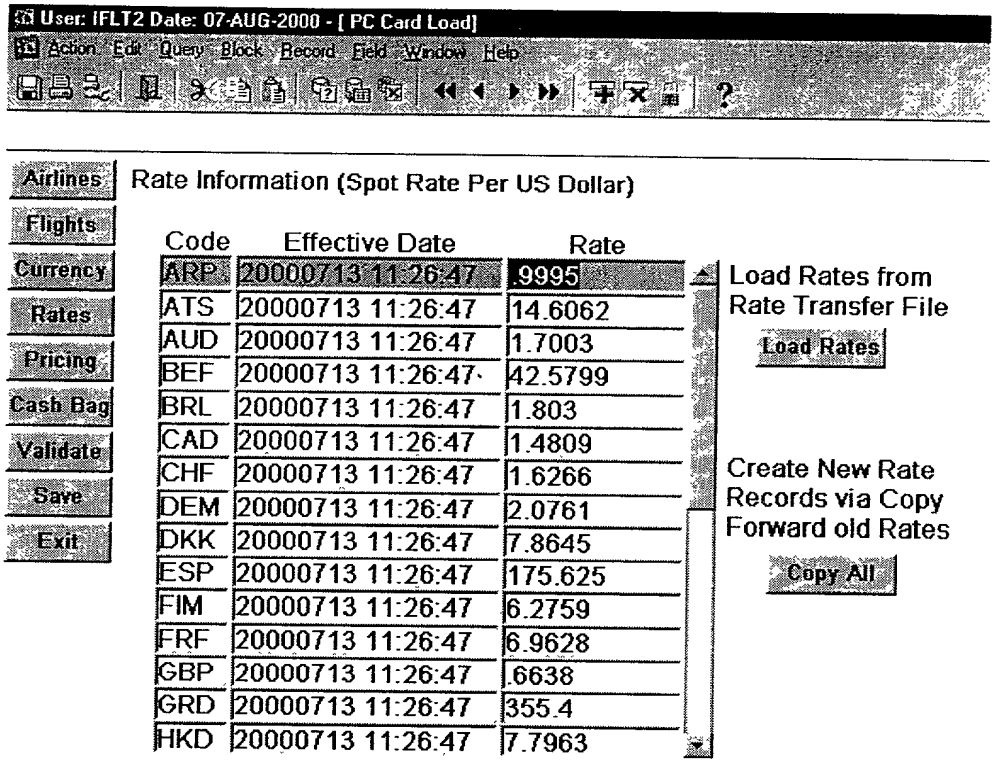


FIG. 8a

Field	Purpose
Code	The 3-character code, identifying a specific currency. There is a list of values available containing currencies from the Currency Screen. To select from this list of values press the *F9* key. This field can only contain values from this list.
Effective Date	The date and time from which the rate value is valid from. If rate information is not updated for several days, then the most current rate information will be used for downloading to the PC cards.
Rate	Numeric field that contains the spot rate expressed in "per-dollar". The rate should be rounded to the 4th decimal place to the right side of the decimal.
Load Rates	A button that when pressed will ask the user for a directory of where a rate data file exists. This file should come from a central source in SkyTeller. Once the user enters this directory, the text file is read and saved to the database. The screen will then be populated with the most recent spot rates.
Copy All	A button that when pressed will copy the most recent spot rate for each currency and assign them an effective date and time of the current date. The screen will then be populated with the most recent spot rates.

FIG. 8b

Pricing Screen

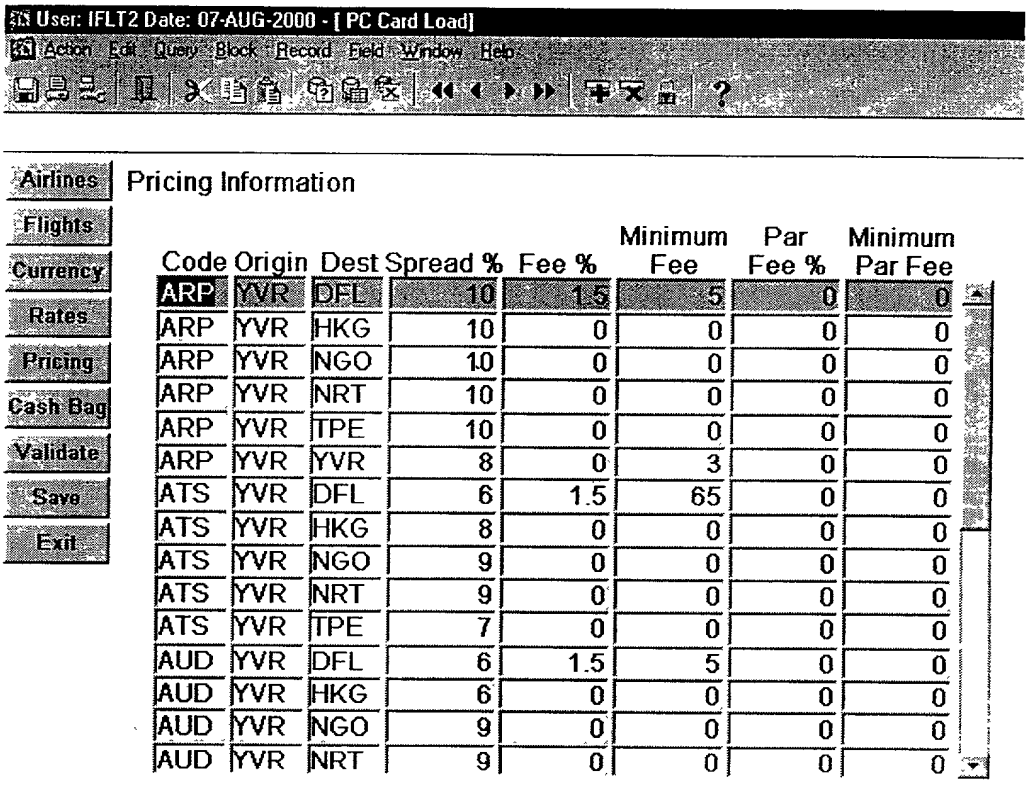


FIG. 9a

Field	Purpose
Code	The 3-character code that identifies the currency. There is a list of values available containing currencies from the Currency Screen. To select from this list of values press the *F9* key. This field can only contain values from this list.
Origin	The airport code from which the flight departs (maximum of 3 characters).
Dest	The airport code to which the flight is traveling (maximum of 3 characters) This can also be the default value "DFL".
Spread %	This value is the percentage amount applied to the spot rates between 0 and 100%.
Fee %	This value is a fee paid by the customer to SkyTeller to perform a currency
	exchange. This is a percentage value of the currency amount tendered between 0 and 100%.
Minimum Fee	This value is the minimum fee (not a percentage) that will be charged for performing a currency exchange if the transaction amount isn't greater than or equal to the minimum note.
Par Fee %	This value is a fee paid by the customer to SkyTeller to perform a par currency exchange. This is a percentage value of the currency amount tendered between 0 and 100%.
Minimum Par Fee	This value is the minimum fee (not a percentage) that will be charged for performing a par currency exchange if the transaction amount isn't greater than or equal to the minimum note.

FIG. 9b

Cash Bag Screen

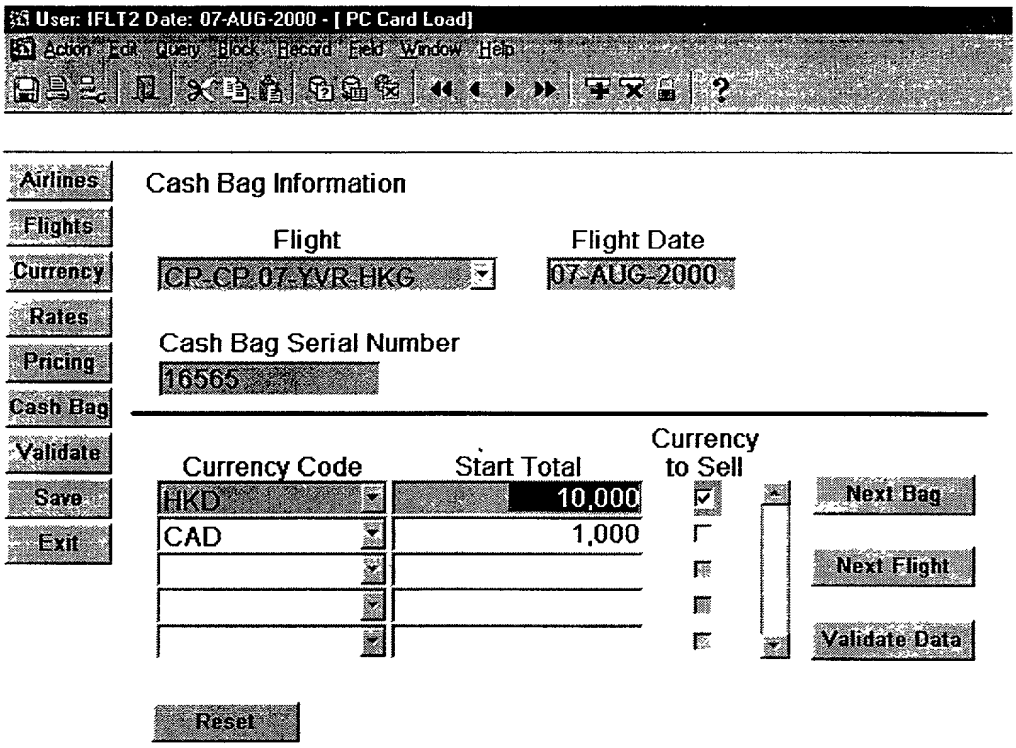


FIG.10a

Field	Purpose
Flight	This field is a menu list of the flights that are being serviced by SkyTeller.
Flight Date	This is the date on which the flight will depart from the originating airport.
Cash Bag Serial Number	The serial number of the cash bag whose inventory is being loaded. This should be a unique number for this flight
Currency Code	The 3-character code to identify the currency. This field is a menu list of the currencies that are in the Currency screen and that haven't already been selected for this flight. Crew currencies should NOT be selected.
Start Total	The face value amount of the currency loaded into the cash bag. This is the beginning inventory amount that this currency will start off with on the flight.
Currency to Sell	A checkbox that when checked indicates that the current currency is going to be sold on this particular flight from this particular cash bag. If unchecked, then the currency will be used for change on this particular flight from this particular cash bag. The default is checked.
Next Bag	A button that when pressed allows the user to enter data for an additional cash bag on a selected flight.
Next Flight	A button that when pressed allows the user to enter data for an additional flight on the current PC Card.
Validate Data	A button that when pressed takes the user to the Validation Screen so all the data just entered can be reviewed. This should be done only after all information for a given PC Card has been entered.
Reset	A button that when pressed removes all the entered cash bag information and allows the user to start over from the beginning.

FIG. 10b

Validate Screen

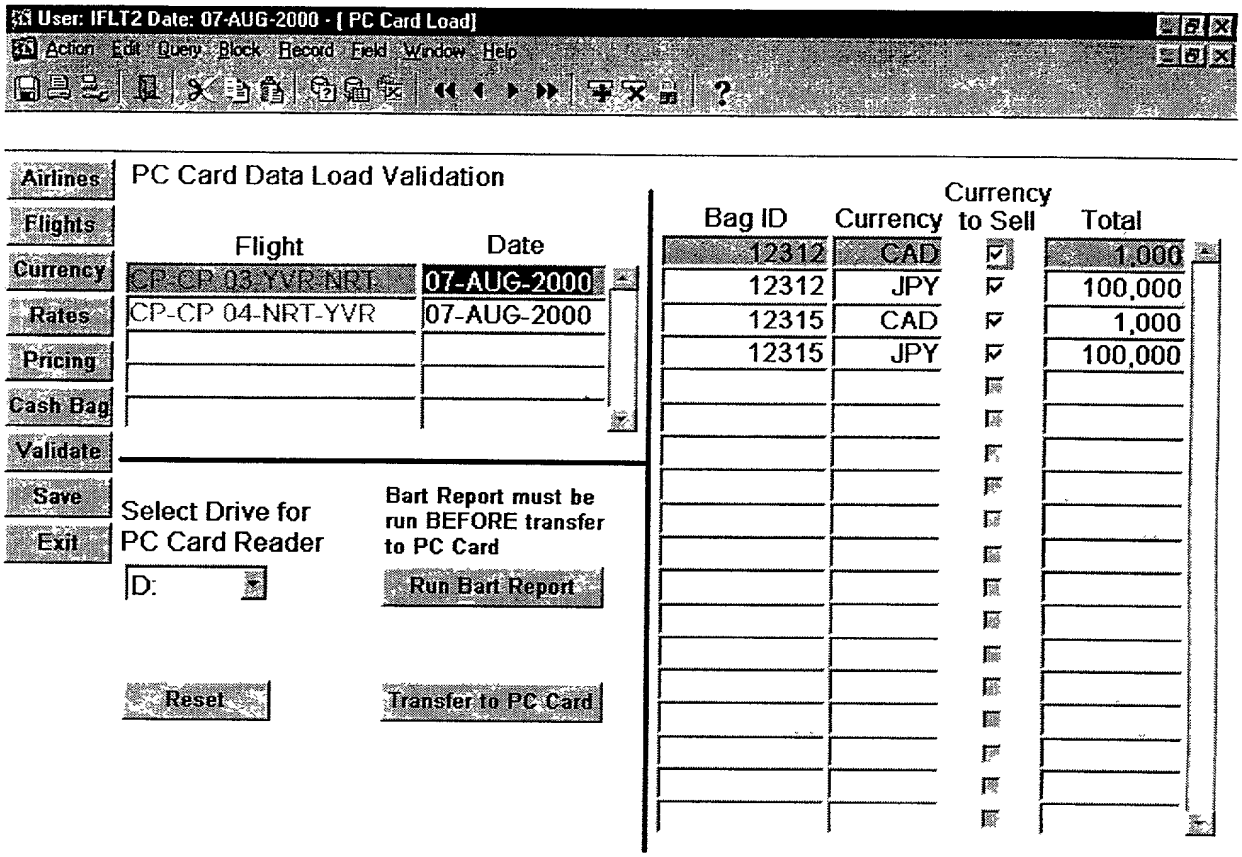


FIG. 11a

Bag ID	Serial number of the cash bag to be loaded. This can be modified or changed.
Currency	3-character code identifying the currency that was loaded. This can be modified or changed.
Currency to Sell	A checkbox if checked indicates this currency is to be sold on this flight otherwise if unchecked it is to be used for change. This can be changed.
Total	The total face amount of notes in the selected currency (beginning inventory). This can be modified or changed.
Select Drive for PC Card Reader	Select the letter of the drive to which the PC Card reader is attached. This field is a menu list of all drives that may be available on this PC.
Run Bart Report	A button that when pressed runs the Bart Report that is to be given to the flight attendants for announcements of the FX service. (See Reports section for more detail on the Bart Report.)
Transfer to PC Card	A button that when pressed initiates the transfer of data to the PC Card.
Reset	A button that when pressed removes all entered cash bag information to allow the user to start over at the Cash Bag Screen.

FIG. 11b

PC Card

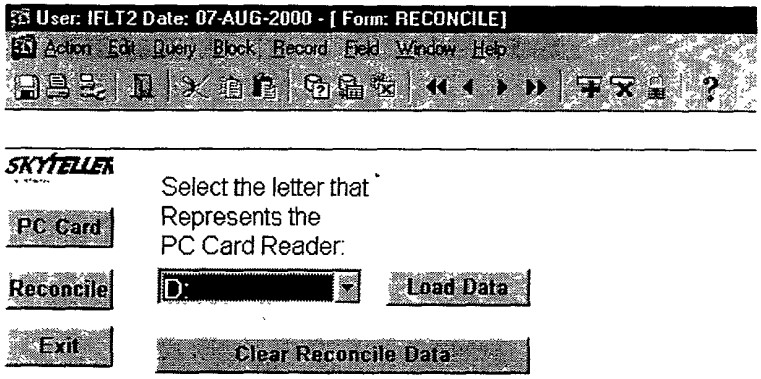


FIG.12a

Fields	Purpose
Select Drive for PC Card Reader	Select the letter of the drive to which the PC Card reader is attached. This field is a menu list of all drives that may be available on this PC.
Load Data	A button that when pressed starts the process of uploading the data from the PC Card into the database.
Clear Reconcile Data	A button that when pressed clears out any data that has already been uploaded into the database. It is a good idea to use this function before any PC Cards are uploaded. This ensures good data.

FIG. 12b

Reconcile

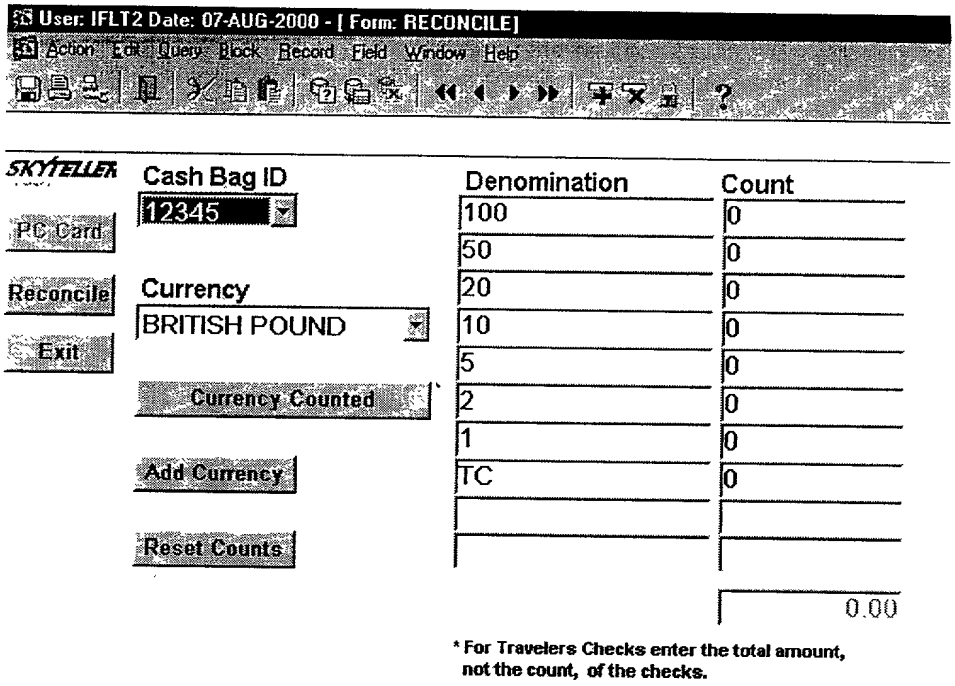


FIG. 13a

Fields	Purpose
Cash Bag ID	This is a pull-down menu of the cash bag serial numbers that were assigned to the POS Device during the Card Load process.
Currency	This is a pull-down menu of the codes of the currencies that are actually present in the cash bag as determined from the transaction data off the PC Card.
Denomination	A listing of all denominations for the selected currency. Coins are represented with a decimal (.01, .05, .10, etc.)
Count	For bank notes and coins, this is a simple quantity of all the notes of that denomination in the selected currency. For traveler's checks, the count is a total of the face values of the traveler's checks in the selected currency.
Currency Counted	A button that when pressed removes the currency from the currency pull down menu for the current cash bag as the currency has been counted and the appropriate values entered.
Add Currency	A button that when pressed allows the user to add additional currencies to the reconcile process for the selected cash bag. This could happen if the currency doesn't exist in the transactional data. Another pull down currency menu is brought onto the screen. The user then selects from this list the currency that needs to be added to the cash bag currency list. Currencies already in the list will not be an option for selection.
Reset Counts	A button that when pressed will reset the reconcile so all currencies already counted are re-displayed. The count information previously entered is retained. If an error is made during the count, this maybe necessary to use.

FIG. 13b

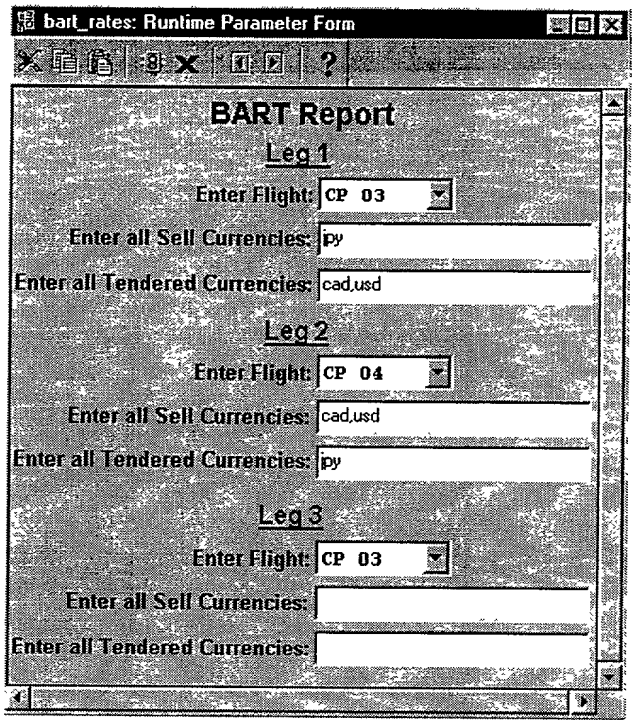


FIG. 14a

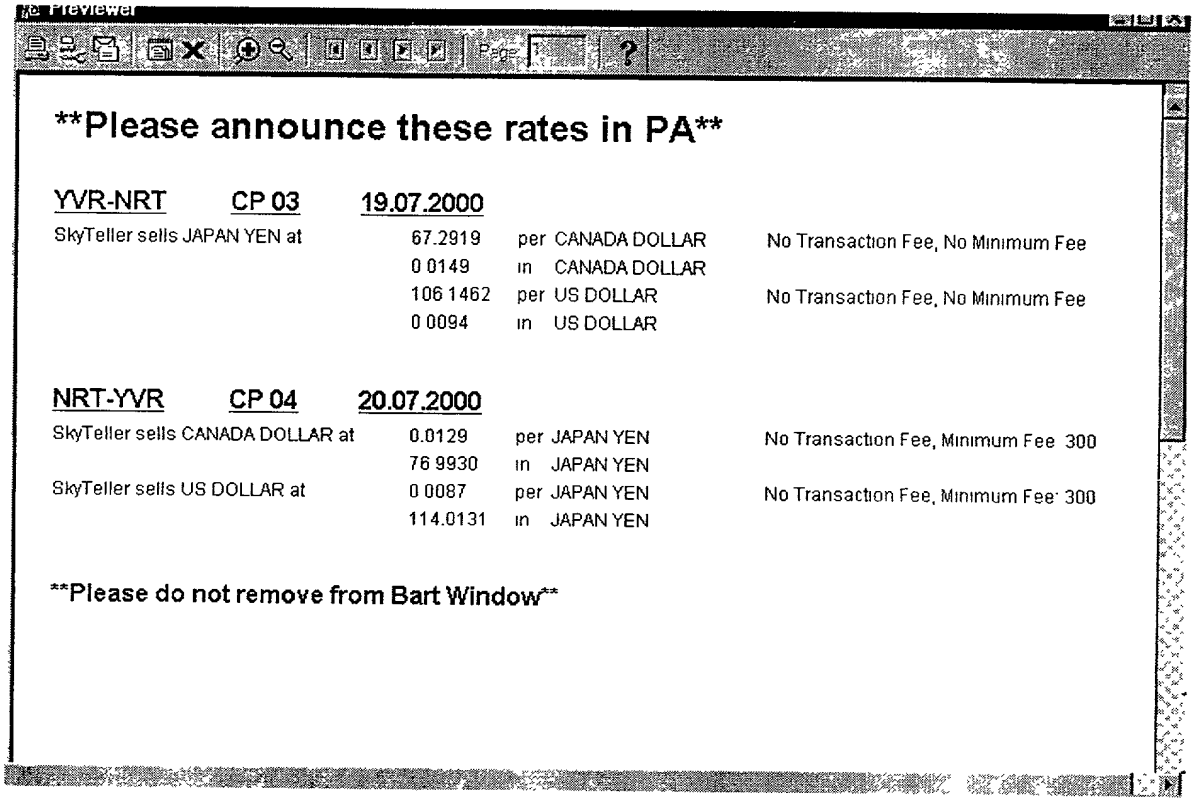


FIG. 14b

Inventory Report (INV)

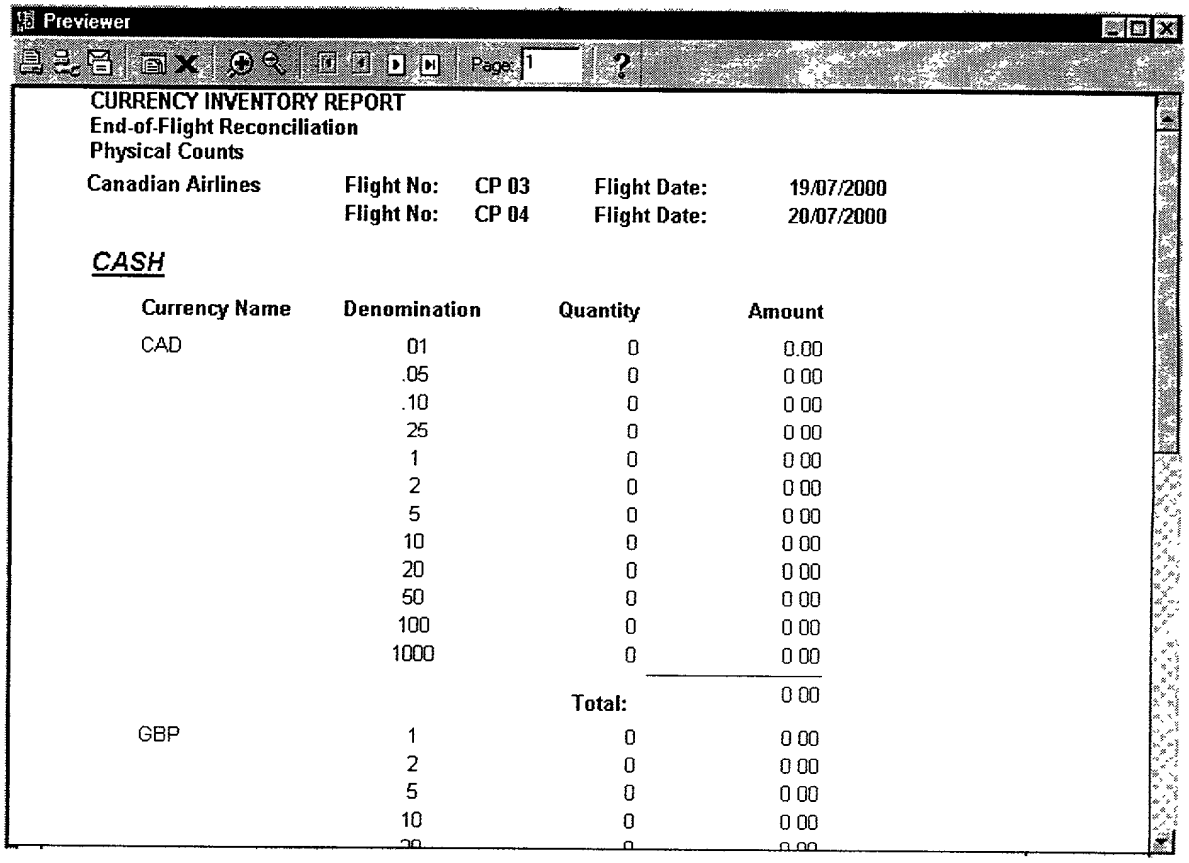
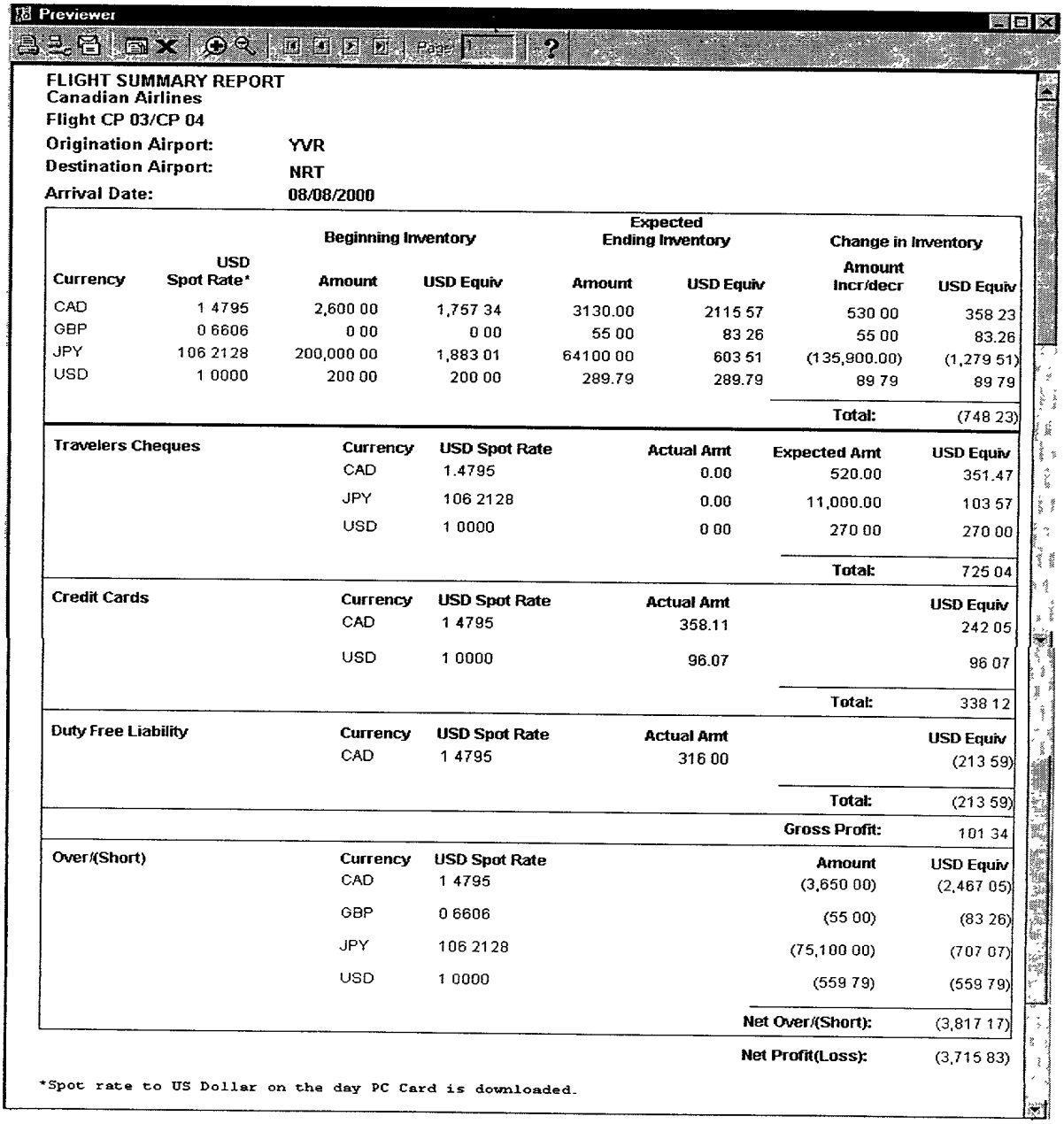


FIG. 15

Flight Summary Report (SUM)



Previewer

FLIGHT SUMMARY REPORT
Canadian Airlines
Flight CP 03/CP 04
Origination Airport: YVR
Destination Airport: NRT
Arrival Date: 08/08/2000

Currency	USD Spot Rate*	Beginning Inventory Amount	Beginning Inventory USD Equiv	Expected Ending Inventory Amount	Expected Ending Inventory USD Equiv	Change in Inventory Amount Incr/decr	Change in Inventory USD Equiv
CAD	1 4795	2,600 00	1,757 34	3130.00	2115 57	530 00	358 23
GBP	0 6606	0 00	0 00	55 00	83 26	55 00	83.26
JPY	106 2128	200,000 00	1,883 01	64100 00	603 51	(135,900.00)	(1,279 51)
USD	1 0000	200 00	200 00	289.79	289.79	89 79	89 79
						Total:	(748 23)

Travelers Cheques	Currency	USD Spot Rate	Actual Amt	Expected Amt	USD Equiv
	CAD	1.4795	0.00	520.00	351.47
	JPY	106 2128	0.00	11,000.00	103 57
	USD	1 0000	0 00	270 00	270 00
				Total:	725 04

Credit Cards	Currency	USD Spot Rate	Actual Amt	USD Equiv
	CAD	1 4795	358.11	242 05
	USD	1 0000	96.07	96 07
			Total:	338 12

Duty Free Liability	Currency	USD Spot Rate	Actual Amt	USD Equiv
	CAD	1 4795	316 00	(213 59)
			Total:	(213 59)
			Gross Profit:	101 34

Over/(Short)	Currency	USD Spot Rate	Amount	USD Equiv
	CAD	1 4795	(3,650 00)	(2,467 05)
	GBP	0 6606	(55 00)	(83 26)
	JPY	106 2128	(75,100 00)	(707 07)
	USD	1 0000	(559 79)	(559 79)
			Net Over/(Short):	(3,817 17)
			Net Profit(Loss):	(3,715 83)

*Spot rate to US Dollar on the day PC Card is downloaded.

FIG. 16

Credit Card Report (CCD)

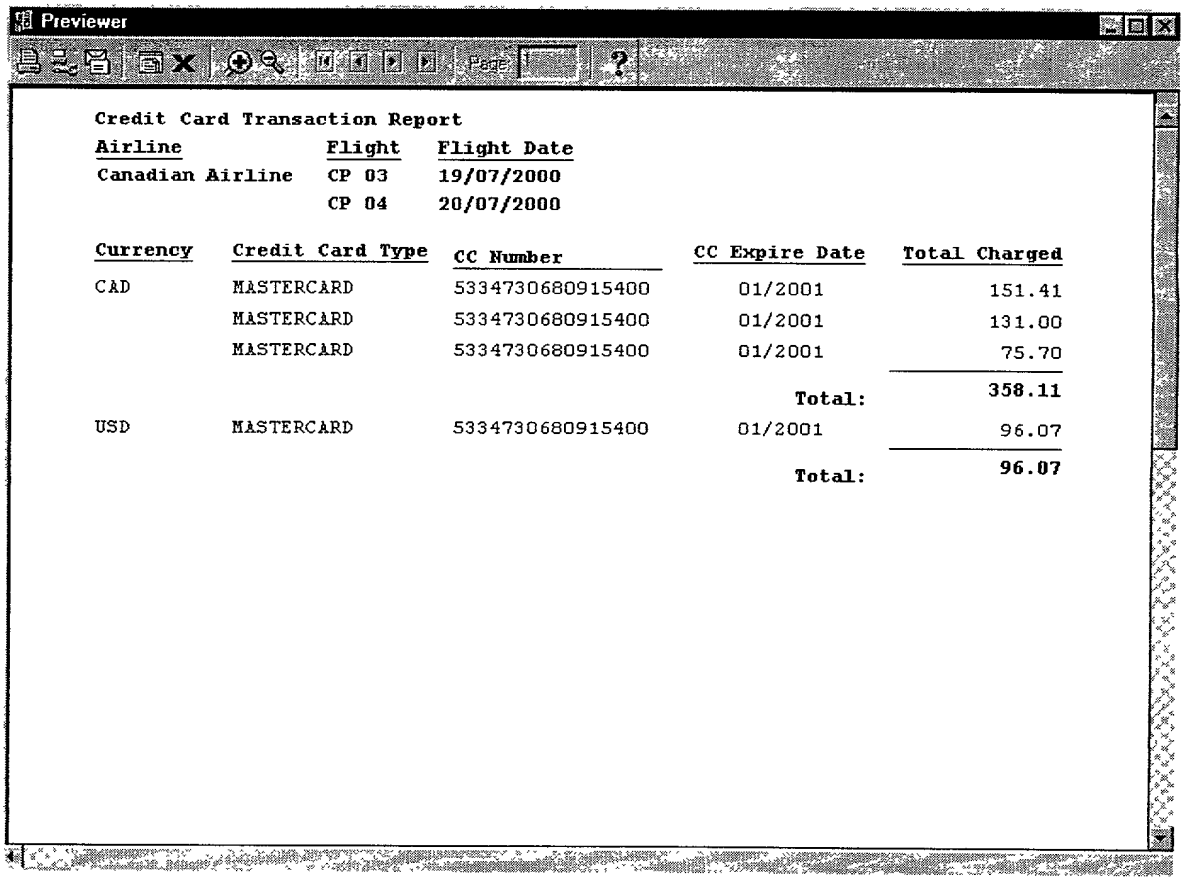


FIG. 17

Transaction Detail Report (TRX)

Previewer

Page: 1

Transaction Detail Report

Canadian Airlines — **Flight No:** CP 03 **Flight Date:** 19/07/2000 **PAX Load:** 160; **Flight No:** CP 04 **Flight Date:** 20/07/2000 **PAX Load:** 0

FX TRANSACTIONS

			Currency Sold			Currency Received				
Flt	Bag No.	TXN No.	Type	Amount	USD Equiv	Tender	Type	Amount	USD Equiv	USD Profit
CP 03	12345	2	JPY	10,000 00	94 15	BN	CAD	200 00	135.18	7.91
						CH	CAD	-49.00	-33.12	
	12345	3	JPY	10,000 00	94 15	BN	GBP	65.00	98.40	4.25
	12345	4	JPY	15,000 00	141 23	CH	CAD	-73 00	-49 34	12 20
						TC	CAD	300.00	202.77	
	12345	5	JPY	10,000 00	94 15	CH	CAD	-154 00	-104 09	1.76
						TC	USD	200.00	200 00	
	12345	6	JPY	10,000 00	94 15	CC	CAD	151 41	102 34	8 19
	12345	7	JPY	10,000.00	94 15	CC	USD	96 07	96.07	1.92
	12345	8	JPY	10,000 00	94 15	BN	CAD	71.00	47.99	7 91
						TC	CAD	80 00	54.07	
	12345	9	JPY	10,000 00	94 15	BN	USD	56.00	56.00	1.85
						TC	USD	40 00	40 00	
	12345	1	JPY	10,000 00	94 15	BN	CAD	151.00	102.06	7 91
	12345	10	JPY	10,000 00	94.15	BN	CAD	20 00	13.52	7.91
						CC	CAD	131 00	88 54	
	12345	11	JPY	10,000 00	94 15	BN	CAD	200 00	135 18	10 90
						CH	JPY	-3,200.00	-30.13	
	12345	12	JPY	6,600 00	62 14	BN	CAD	100.00	67 59	5 45
	12345	13	JPY	6,600 00	62 14	BN	CAD	100.00	67 59	5 45
	12345	14	JPY	4,500 00	42 37	TC	JPY	5,000 00	47.08	4.71
	12345	15	JPY	5,000 00	47 08	CC	CAD	75 70	51 17	4 09
Flight Totals:		**15**			**1,296.46**				**1,388.87**	**92.41**
Grand Totals:		**15**			**1,296.46**				**1,388.87**	**92.41**

DUTY FREE TRANSACTIONS

			Currency Sold			Currency Received				
Flt	Bag No.	No. of TXNs	Type	Amount	USD Equiv	Tender	Type	Amount	USD Equiv	USD Profit
CP 03	12345	8	CAD	316 00	213 58	BN	CAD	-36 00	-24 33	8 94
						BN	GBP	-10 00	-15 14	
						BN	JPY	5,000 00	47 08	
						BN	USD	33 79	33 79	
						TC	CAD	140 00	94 63	
						TC	JPY	6,000 00	56 49	
						TC	USD	30 00	30 00	
Flight Totals:					**213.58**				**222.52**	**8.94**
Grand Totals:					**213.58**				**222.52**	**8.94**
								Grand Total Profit:		**101.35**

FIG. 18

Over and Short (Exceptions) Report (XCP)

Previewer

Reconcile Over/Short Report

Canadian Airlines Flight No: CP 03 Flight Date: 19/07/2000
Flight No CP 04 Flight Date 20/07/2000

Currency	Flight	Bag No.	Crew1	Crew2		Expected	Actual	Over(Short)
CAD	CP 03	12345	988777	111223	TC	520 00	0 00	(520 00)
	CP 04	98765	No Crew	No Crew	TC	0 00	0 00	0 00
					Totals:	**520.00**	**0.00**	**(520.00)**
							USD Equiv:	**(351.47)**
	CP 03	12345	988777	111223	BN	630 00	0 00	(630 00)
	CP 04	98765	No Crew	No Crew	BN	2,500 00	0 00	(2,500 00)
					Totals:	**3,130.00**	**0.00**	**(3,130.00)**
							USD Equiv:	**(2,115.58)**
					Currency Totals:	**3,650.00**	**0.00**	**(3,650.00)**
							USD Equiv:	**(2,467.05)**
GBP	CP 03	12345	988777	111223	TC	0 00	0 00	0 00
					Totals:	**0.00**	**0.00**	**0.00**
USD	CP 03	12345	988777	111223	TC	270 00	0 00	(270 00)
	CP 04	98765	No Crew	No Crew	TC	0 00	0 00	0 00
					Totals:	**270.00**	**0.00**	**(270.00)**
							USD Equiv:	**(270.00)**
	CP 03	12345	988777	111223	BN	89 79	0 00	(89 79)
	CP 04	98765	No Crew	No Crew	BN	200 00	0 00	(200 00)
					Totals:	**289.79**	**0.00**	**(289.79)**
							USD Equiv:	**(289.79)**
					Currency Totals:	**559.79**	**0.00**	**(559.79)**
							USD Equiv:	**0.00**
	CP 03	12345	988777	111223	BN	55 00	0 00	(55 00)
					Totals:	**55.00**	**0.00**	**(55.00)**
							USD Equiv:	**(83.26)**
					Currency Totals:	**55.00**	**0.00**	**(55.00)**
							USD Equiv:	**(83.26)**
JPY	CP 03	12345	988777	111223	TC	11,000 00	0 00	(11,000 00)
					Totals:	**11,000.00**	**0.00**	**(11,000.00)**
							USD Equiv:	**(103.57)**
	CP 03	12345	988777	111223	BN	64,100 00	0 00	(64,100 00)
					Totals:	**64,100.00**	**0.00**	**(64,100.00)**
							USD Equiv:	**(603.51)**
					Currency Totals:	**75,100.00**	**0.00**	**(75,100.00)**
							USD Equiv:	**(707.07)**

FIG. 19

Journal Text File (JRN)

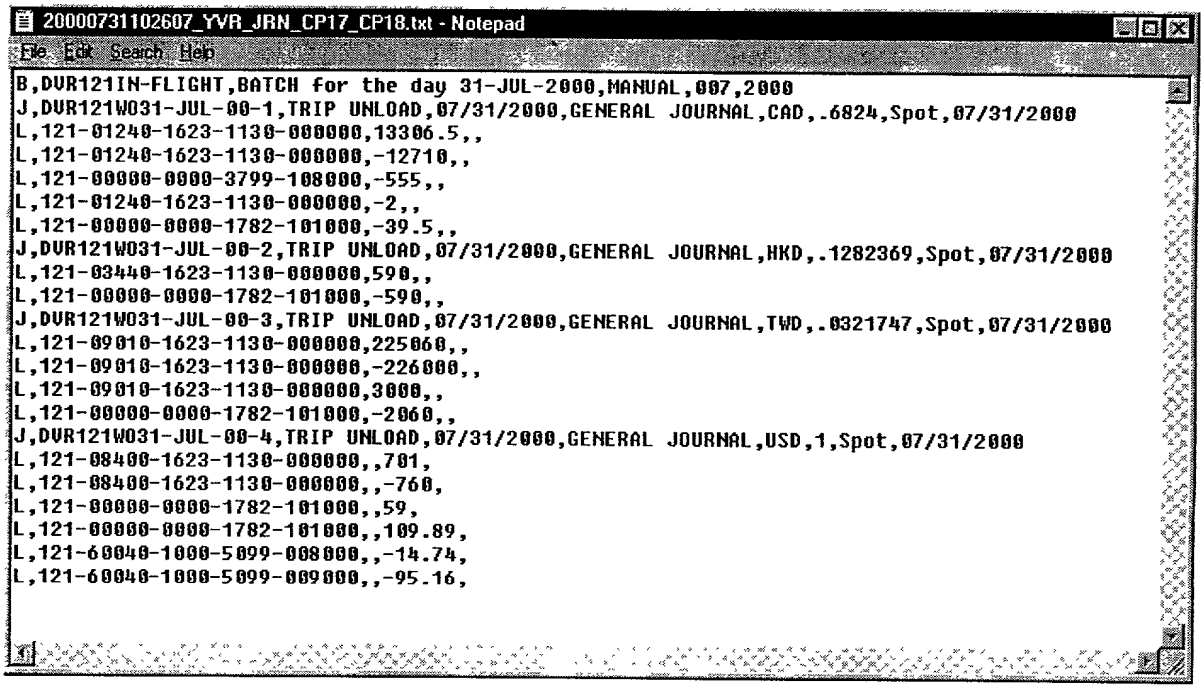


FIG. 20

History Text File (HIS)

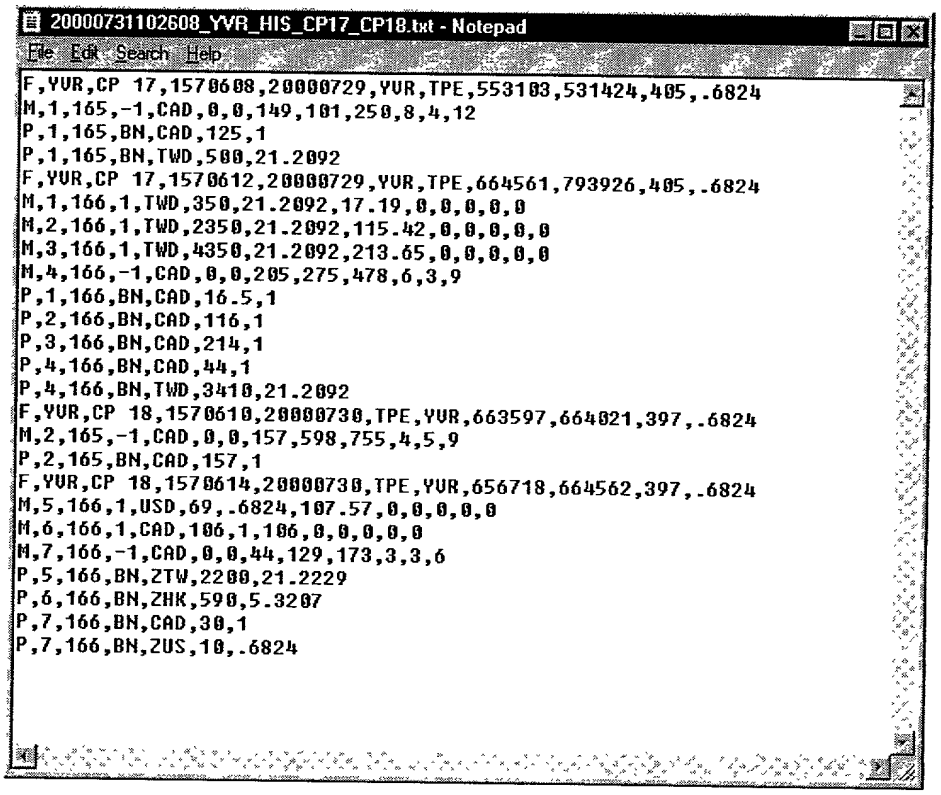


FIG. 21

Archive Text File (ARC)

20000731102608_YVR_ARC_CP17_CP18.txt - Notepad

File Edit Search Help

```
Archive created 31072000 10:26:08
T1,post_flight_detail
CP 18,07/30/2000,663597,664021,1570610,YVR,397
CP 17,07/29/2000,664561,793926,1570612,TPE,405
CP 18,07/30/2000,656718,664562,1570614,YVR,397
CP 17,07/29/2000,553103,531424,1570608,TPE,405
T2,post_cash_bag_detail
1570610,CAD,CP 18,6175
1570610,USD,CP 18,380
1570608,CAD,CP 17,180
1570612,TWD,CP 17,113000
1570614,CAD,CP 18,6175
1570614,USD,CP 18,380
1570612,CAD,CP 17,180
1570608,TWD,CP 17,113000
T3,reconcile_data
1570608,CAD,.25,4
1570608,CAD,1,10
1570608,CAD,10,9
1570608,CAD,2,12
1570608,CAD,20,6
1570608,CAD,5,12
1570608,TWD,100,50
1570608,TWD,1000,101
1570608,TWD,50,10
1570608,TWD,500,14
1570610,CAD,1,25
1570610,CAD,10,22
1570610,CAD,100,31
1570610,CAD,2,21
1570610,CAD,20,45
1570610,CAD,5,19
1570610,CAD,50,39
1570610,USD,1,5
1570610,USD,10,5
1570610,USD,20,10
1570610,USD,5,5
1570610,USD,50,2
1570612,CAD,.25,2
1570612,CAD,1,12
1570612,CAD,10,11
1570612,CAD,100,3
1570612,CAD,2,14
1570612,CAD,20,2
1570612,CAD,5,16
1570612,TWD,10,1
1570612,TWD,100,41
1570612,TWD,1000,97
1570612,TWD,50,5
1570612,TWD,500,16
1570614,CAD,1,22
1570614,CAD,10,20
1570614,CAD,100,30
1570614,CAD,2,25
1570614,CAD,20,39
1570614,CAD,5,19
1570614,CAD,50,39
1570614,USD,1,1
1570614,USD,10,3
1570614,USD,20,11
1570614,USD,5,4
1570614,USD,50,1
1570614,ZHK,20,2
1570614,ZHK,50,1
1570614,ZHK,500,1
1570614,ZTW,100,2
1570614,ZTW,1000,5
T4,trx_master
165,T00002,30/07/2000,CP 18,663597,664021
166,T00001,29/07/2000,CP 17,664561,793926
```

20000731102608_YVR_ARC_CP17_CP18.txt - Notepad

File Edit Search Help

```
166,T00002,29/07/2000,CP 17,664561,793926
166,T00003,29/07/2000,CP 17,664561,793926
166,T00004,29/07/2000,CP 17,664561,793926
166,T00005,30/07/2000,CP 18,656718,664562
165,T00001,29/07/2000,CP 17,553103,531424
166,T00006,30/07/2000,CP 18,656718,664562
166,T00007,30/07/2000,CP 18,656718,664562
T5,trx_line
165,T00002,-1,CAD,0,0,0,157,598,755,4,5,9
166,T00001,1,TWD,350,21.2092,0,17.19,0,0,0,0,0
166,T00002,1,TWD,2350,21.2092,0,115.42,0,0,0,0,0
166,T00003,1,TWD,4350,21.2092,0,213.65,0,0,0,0,0
166,T00004,-1,CAD,0,0,0,205,275,478,6,3,9
166,T00005,1,USD,69,.6824,0,107.57,0,0,0,0,0
165,T00001,-1,CAD,0,0,0,149,101,250,8,4,12
166,T00006,1,CAD,106,1,0,106,0,0,0,0,0
166,T00007,-1,CAD,0,0,0,44,129,173,3,3,6
T6,trx_pay
165,T00001,BN,TWD,500,0,21.2092,0,0,0,11/1951,0,0,0,0
165,T00002,BN,CAD,157,0,1,0,0,0,11/1951,0,0,0,0
166,T00001,BN,CAD,16.5,0,1,0,0,0,11/1951,0,0,0,0
166,T00002,BN,CAD,116,0,1,0,0,0,11/1951,0,0,0,0
166,T00003,BN,CAD,214,0,1,0,0,0,11/1951,0,0,0,0
166,T00004,BN,CAD,44,0,1,0,0,0,11/1951,0,0,0,0
166,T00004,BN,TWD,3410,0,21.2092,0,0,0,11/1951,0,0,0,0
166,T00005,BN,ZTW,2200,0,21.2229,0,0,0,11/1951,0,0,0,0
166,T00006,BN,ZHK,590,0,5.3207,0,0,0,11/1951,0,0,0,0
165,T00001,BN,CAD,125,0,1,0,0,0,11/1951,0,0,0,0
166,T00007,BN,CAD,30,0,1,0,0,0,11/1951,0,0,0,0
166,T00007,BN,ZUS,10,0,.6824,0,0,0,11/1951,0,0,0,0
T7,reconcile_exception
CP,CP 18,30-JUL-00,CAD,1570614,Final reconcile-No counts matched-Crew:
CP,CP 18,30-JUL-00,ZTW,1570614,Final reconcile-No counts matched-Crew:
CP,CP 18,30-JUL-00,ZUS,1570614,Final reconcile-No counts matched-Crew:
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FIG. 22